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[1351]

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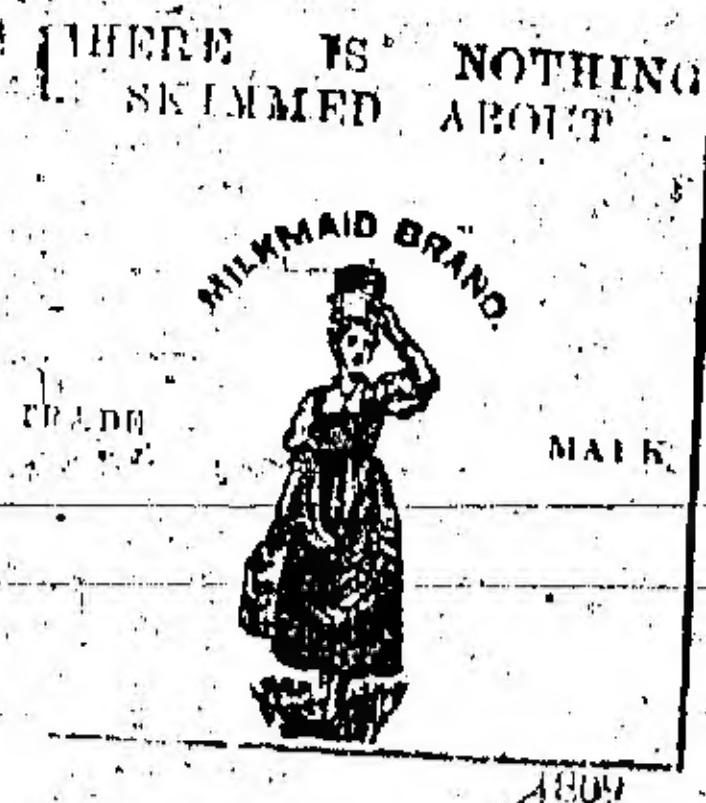
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Hongkong 16th June, 1911. [1223]

Hongkong Daily Press.

ESTABLISHED 1857.

HONGKONG, WEDNESDAY, NOVEMBER 29TH, 1911.



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[1491]

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Hongkong, 18th November, 1911. [1322]

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Hongkong, 25th November, 1911.

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The Daily Press.

HONGKONG, NOVEMBER 29TH, 1911.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.

IMPERIALISTS RE-OCCUPY

HANYANG.

REBELS FLEEING IN DISORDER.

SHANGHAI, November 28th.

Censular dispatches from Hankow via Peking state that the Imperialists are in full possession of Hanyang and that the rebels are fleeing in disorder.

DESPERATE FIGHT: ENORMOUS LOSSES.

London, November 28th.

Reuter's correspondent at Hankow mentions that there was prolonged and desperate fighting and that the rebels, who suffered enormous losses, fled to Wuchang.

ARSENAL RE-TAKEN.

Tokyo, November 28th.

Admiral Kawashima reports that the Arsenal at Hanyang was seized by the Imperialists on the 27th inst.

A Chinese was arrested on Monday last in the act of taking twenty tins of opium on board the steamer Changsha. He was brought before Mr. Irving at the Magistracy yesterday and fined \$500 or three months' imprisonment.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RECENT ANGLO-GERMAN RELATIONS.

FULL STATEMENT BY SIR EDWARD GREY.

LONDON, Nov. 27.

The House of Commons was crowded this afternoon in view of Sir Edward Grey's momentous pronouncement on foreign affairs. The House presented an animated appearance, there being many distinguished persons in the galleries, including Ambassadors, Peers and officials.

Sir Edward Grey, on rising, received an ovation. I said: Herr Kiderlen-Wachter has already made not a complete but a large disclosure of what passed in conversation between Count Metternich in London and myself. In diplomatic procedure it is very unusual to make public an account of conversations without first consulting the other party to them. In this case I knew nothing until I read the published account. I understand that the exigencies of the situation in Germany made it impossible for me to be so useful. I am not making any complaint as to that, but it has laid upon me the necessity of disclosing what I think it is necessary to put before the House on to the part which we took.

Herr Bethmann Hollweg and Herr Kiderlen-Wachter had already disposed of one misapprehension. It had been imagined in some quarters that Germany had protested against French action in going to Fez at all, and that France had persisted in going there in the face of the German protest. The German Government have protested what the German view really explained.

During that day—July 21st—Mr. Lloyd George told me he had to make a speech on an occasion of importance at the Mansion House—that evening he consulted Mr. Asquith and as to what should be said as it was fourteen days since the last public statement about Morocco had been made.

I have no comment or criticism to make upon it. My narrative shall therefore date from July 1st. On that day Count Metternich came to the Foreign Office and made the following communication:

"Some German firms established in South

Morocco, notably at Agadir and in the

vicinity have been alarmed by certain ferment which has shown itself among local tribes, due to recent occurrences in other parts of the country. The firms have applied to the Imperial Government for protection of the lives

of their employees and their property.

At their request the Imperial Government

has decided to send a warship to Agadir to lend help and assistance in case of need to their subjects and employees as well as to

protect important German interests in the

territory in question. As soon as the state

of affairs in Morocco has resumed its former

quiet aspect the ship charged with this

protective mission shall leave Agadir."

The Panther was then on its way to

Agadir but more was in the Ambassador's

explanation than accompanied this

statement. This communication was

accompanied by an explanation which

made it clear that the German Government

regarded the return to the status quo in

Morocco as doubtful, if not impossible,

and that what they contemplated was a

definite solution of the Moroccan question.

The communication was made on a Saturday.

The inference from it was that the real

intention was to take

Count Metternich and we considered the situation created by the dispatch of the Panther to

Agadir so important that it must be discussed by the Cabinet; I could say no

more pending the Cabinet meeting but I

wished the German Government to learn

at once that in our view the situation was

serious and important. The next day, July

4th, I saw Count Metternich again and I

said I must tell him that our attitude could

not be a disinterested one regarding

Morocco; we must take into consideration

our own interests in Morocco. We were

of opinion that a new situation had been

created by the dispatch of a German ship

to Agadir.

Count Metternich, three days after the

speech, came and informed me that Germany's

intention was sending the ship to

Agadir unchanged; not a man had

been landed; and his Government regretted

the credence given to insinuations from

hostile quarters regarding the intention of

Germany, who never thought of creating

a naval port on the coast of Morocco and

never would think of it; such ideas were

hallucinations. As to the negotiations

between France and Spain, the

French press was manoeuvring to Germany,

while the interference of the friends of

France did not tend towards a settlement.

I said I was likely to be asked in Parliament

what was happening at Agadir and I

would like to know whether I might say

that the German Government had informed

me that not a man had been landed.

The Ambassador asked me to make no

public statement regarding this conversation

but he had time to communicate with his Government. Next day Count Metternich told me that the information which he had given me the previous day was confidential; Germany could not consent to

its being used in Parliament. In view

of the speech of Mr. Lloyd George, he then

told me regarding that speech a communica-

tion which had now been published by

Herr Kiderlen-Wachter. That

communication was a strong criticism upon

the effect of the speech on the press rather

than upon the substance of the speech itself but it was exceedingly stiff in tone

and I felt it necessary to say that the speech seemed to me to give no cause for

complaint, but the fact that it had created

surprise in Germany was in itself a justifi-

cation of the speech, for it could not have

created surprise unless there had been

some tendency to think that we might be

disregarded. The speech had not claimed

anything except that we were entitled to be

considered as one of the great nations

it had claimed no pre-eminence and it had

not indicated that there was a crisis, it

had not indicated that there was a general

emergency.

The German Government had said it was

not consistent with their dignity after Mr.

Lloyd George's speech to give explanations

regarding what was occurring at Agadir.

I therefore spoke to Count Metternich on

July 21st and told him I wished it to be

understood that our silence must not be

interpreted as meaning that we were not

interested in the Moroccan question and that

we were not interested in the French ques-

tion.

We know that a rectification of the frontier but a cession

of the French Congo which it was obviously

impossible for the French to concede.

I had heard that the negotiations were still

proceeding and still hoped they might

lead to a satisfactory result, but it must be

understood that if they were unsuccessful

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KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.	CAPTAIN ERP and HAMBURG
SIBERIA	27,000	SATURDAY, 27th Dec., at 1 P.M.	ANTWERP and HAMBURG
MANCHURIA	27,000		20,300 Nov., at Noon
MONGOLIA	27,000		
KOREA	18,000		
SIBERIA	18,000		
MANCHURIA	27,000		

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FOR MANILA.

STRATHLYON 21st Nov. RYGAJA ... 2nd Dec.
ORTERIC ... 5th Dec. SUVERIC ... 14th Dec.
BYGJA ... 20th Dec. 1912 KUMERIC ... 3rd Jan.
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Hongkong, 31st October, 1911.

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STEAMERS	TONS	SAILING DATES	STEAMERS	TONS	SAILING DATES
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZESS ALICE"	Capt. P. GROSCHE	29th Nov., at Noon		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and MANILA	"KLEIST"	Capt. L. MAASS	17,000 Aborts		
MANILA, YAP, MARION, NEWGUINEA, BRISBANE	"COBLENTZ"	Capt. L. KLUKST	6,750 Saturday, 2nd Dec.		
SYDNEY and MELBOURNE	"PINZ SIGISMUND"	Capt. F. BRUNING	6,000 12th Dec.		
KOBE and YOKOHAMA	"BORNEO"	Capt. F. SEMMEL	5,400 18th Nov.		
KUDAT and SANDAKAN	"LUETZOW"	Capt. J. BORTFELDT	10 A.M.		
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Hongkong, 18th November, 1911.

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"DERFFLINGER"	17,300	ON FEBRUARY 21ST.

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"PRINZESS ALICE" 20,300 " ON APRIL 2ND.

"LUETZOW" 17,300 " ON APRIL 17TH.

"KLEIST" 17,000 " ON APRIL 30TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON.

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911. (1087)



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	POB	SAILING DATE
ZAFIRO	4,000	M. C. Smith	Manila, Cebu and Iloilo	On 30th Nov., 4 P.M.
RUBI	4,000	S. Crosby	Manila, Cebu and Iloilo	On 30th Nov., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers PHILIPPINES S.S. CO. (13)

Hongkong, 27th November, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CEYLON" 9,000 " About 2nd December.

KOBE and MOJI 6,500 " About 8th Jan. 1912.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46] YORK BUILDINGS TOP FLOOR

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."**

Between CHINA, JAPAN and EUROPE via CANADA and the UNITED STATES, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE, YOKOHAMA, VICTORIA, B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong. From St. John.

"EMPERESS OF JAPAN" Sat., 2nd Dec. "EMPERESS OF BRITAIN" Fri., 29th Dec.

"MONTEAGLE" Saturday, 3rd Dec. 1912

"EMPERESS OF INDIA" Sat., 27th Jan. 1912

"EMPERESS OF IRISH" Fri., 23rd Feb.

"EMPERESS OF JAPAN" Sat., 24th Feb. "EMPERESS OF IRELAND" Fri., 22nd Mar.

"EMPERESS OF INDIA" "EMPERESS OF BRITAIN"

Steamships leave HONGKONG at 7 A.M.

Intermediate on Steamers) "245" "245.

First Class rate to London includes cost of Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL LEAVES

LONDON and ANTWERP via SINGAPORE, PE^NAMUR 10 a.m. Freight and
NANO, COLOMBO, PORT SAID and MARSEILLE^S 30th Nov. Passengers.

SHANGHAI HIMALAYA About 8th Dec. Freight and
Capt. L. E. S. Picard Passage.LONDON VIA USUAL PORTS ASSAYE Noon Freight and
Capt. G. W. Cockman, R.N.R. 9th Dec. Passengers.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th November, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

MANILA, ZAMBOANGA & AUS. "CHANGSHA" ... On 28th Nov. 3 P.M.
ITALIAN PORTS "CHIANGHUA" ... On 28th Nov. 4 P.M.
WEIHAIWEI & TIENTSIN "HUICHOW" ... On 29th Nov. 4 P.M.
MANILA, CEBU & ILOILO "TEAM" ... On 29th Nov. 4 P.M.
TSINGTAU & CHEFOO "TAMSUL" ... On 29th Nov. 4 P.M.
HOIHOW & HALPHONG "SINGAN" ... On 30th Nov. Noon.
SHANGHAI "CHENAN" ... On 30th Nov. 4 P.M.
SHANGHAI "LINAN" ... Saturday, 2nd Dec. Midnight.
MANILA, CEBU & ILOILO "KAIFONG" ... Tuesday, 5th Dec. 4 P.M.
SHANGHAI "CHINHUA" ... Thursday, 7th Dec. 4 P.M.
"ANHUI" ... Saturday, 9th Dec. Midnight.
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
SS. "LINTAN" and SS. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES. Cargo booked through for all Australian, New Zealand and
Australian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A 60' launch leaves Murray Pier at 10 o'clock every SATURDAY night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 35.

REDUCED FARES-SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE,
Hongkong, 18th November, 1911.

AGENT.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

SANDAKAN "MAUSANG" ... Friday, 22nd Dec. Noon.
MANILA "YUENSANG" ... Saturday, 19th Dec. 2 P.M.
SHANGHAI, KOBE & MOJI "KUTSANG" ... Friday, 1st Dec. Noon.
MANILA "LOONGSANG" ... Saturday, 2nd Dec. 2 P.M.
TSINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Tuesday, 5th Dec. 3 P.M.
BANGHAI "KWANGSANG" ... On 5th Dec., daylight.
KOBE AND MOJI "YATSHING" ... Sunday, 3rd Dec., Daylight.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chefoo, Pientai and Nowsiang.

Taking Cargo on through Bills of Lading to Kudat, Labuan, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 18th November, 1911.

GENERAL MANAGERS.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA".

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British
Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR HAVRE, BREMEN & HAMBURG:
S.S. SLAVONIA ... 7th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA ... 8th Dec.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA ... 17th Dec.
FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 20th Dec.
FOR NEW YORK:
S.S. VANDALIA ... 23rd Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW * AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAICHING" ... Capt. W. C. Passmore ... TUESDAY, 5th Dec., at 11 A.M.
"HAIYAN" ... Capt. J. S. Rock ... FRIDAY, 8th December, 11 a.m.
"HAIYANG" ... Capt. J. W. Evans ...

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 3rd Dec. at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 16th November, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER TONS CAPTAIN DATE OF SAILING.

CHIYODA MARU ... 21,000 W. W. Greene ... FRIDAY, 1st Dec., at Noon.

NIPPON MARU ... 11,000 A. G. Stevens ... FRIDAY, 22nd Dec., at Noon.

TENYO MARU ... 21,000 E. Bent ... FRIDAY, 29th Dec., at Noon.

SHINYO MARU ... 21,000 H. S. Smith ... FRIDAY, 19th Jan., at Noon.

* Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYODA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at NOON.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ). The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER TONS CAPTAIN DATE OF SAILING.

HONGKONG MARU ... 11,000 W. W. Greene ... WEDNESDAY, 13th December, at Noon.

KIYO MARU ... 17,500 TUESDAY, 11th Feb., at Noon 1912.

BUYO MARU ... 10,500 TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched henceforward for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at NOON.

FARES FROM HONGKONG

To LONDON VALPARAISO ... £71-10-0

Fares by INTERMEDIATE STEAMER ... £57-0-0

To HONOLULU SAN FRANCISCO ... £20-0-0

" CHICAGO ... £25-0-0

" NEW YORK ... £36-10-0

" LONDON via NEW YORK ... £40-0-0

" LONDON via NEW YORK ... £45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYODA MARU" and "SHINYO MARU" are fitted with

Turbo Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKO-

HAMA ... " SEATTLE MARU" 6,182 WED'DAY, 29th Nov. at 11 A.M.

" CHICAGO MARU" 6,182 WED'DAY, 27th Dec., at 11 A.M.

VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA ... " MEXICO MARU" 6,064 TUESDAY, 12th Dec., at 11 A.M.

" CANADA MARU" 6,064 TUESDAY, 9th Jan. at 11 A.M. 1912.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates; Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR STEAMERS LEAVES

TAMSUL via SWATOW and AMOY "DAIGI MARU" SUNDAY, 3rd Dec. at 10 A.M.

FOOCHOW via SWATOW and AMOY "CHOSHUN MARU"

TAMSUL via SWATOW and AMOY "DAIJIN MARU"

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

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S. HIROI,
MANAGER

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